

# 2019 ARCA FLAT ROCK-TOLEDO SPEEDWAY RULE CHANGES (as of 12-14-18)

## ARCA ENDURO/FACTORY STOCKS

### TIRES AND WHEELS

Hoosier 26.5-10430 D800 and 27.0-10435 D800 tire is now permitted for competition. Hoosier 880 tires will also still be legal for 2019.

## ARCA FIGURE 8 DIVISION

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**1. ENGINES:** Approved in-line six (6) cylinder, V6 engines, V8 engines or the Ford crate engine part #M-6007-S347JR with an ARCA approved 2 barrel carburetor is legal for use in competition. Any engine may be interchanged with any make of car (Ford with Chevrolet, Chrysler with Ford, etc.)

<u>Engine Type</u>	<u>Bore</u>	<u>CI</u>
In-line-6		268
Ford In-line-6		240
GM V6	4.040	268
Ford V6	3.850	260
Chrysler V6	4.040	257
Crate #M-6007-5347-JR	4.030	347

Non-magnetic connecting rods not permitted. Stroke must remain stock on GM V6 and Ford V6. Chrysler V6 will be allowed maximum 3.50. Only stock hydraulic lifters can be used if engine is equipped with a roller cam. Crate engine must maintain stock manufacturers specifications with the exception of the oil pan. The stock pan may be replaced by a road course oil pan. No additional parts. No aluminum blocks. Flat or dished-top pistons only (no pop-ups allowed). For in-line 6 cylinder engines, #1 spark plug must be in line with upper ball joints (plus/minus 2"). For V6 and V8 engines 3 inch maximum setback, no tolerance. Any engine not included must be submitted in writing to ARCA 30 days prior to intended use.

**A. Valve Springs:** Must be stock type.

**B. Valves:** (1) Intake Valves: 1.940 head diameter; (2) Exhaust Valves: 1.500 head diameter. These are maximum sizes. Smaller valves may be used.

**C. Crankshaft harmonic damper** which meets SFI specification 18.1 recommended if used.

**V8 ENGINE:** Engine may be of any cast iron factory production type 6 or 8 cylinder, V6 or V8 allowable. V8 engine--**maximum 358 cubic inches**. Cast iron factory production stock cylinder heads and blocks. No angle plug heads, no Bow Tie heads. No Mopar High Performance heads. No "made for racing heads". Vortex heads will be allowed for use in competition. Valves must remain OEM stock size, angle and diameter. Heads must have OE manufacturer part number stamped on and legible. Heads can be interchanged within manufacturer's corporate line. Heads must have been offered as original equipment. Cast iron heads only, No aluminum. No modifications to cylinder heads. No modifying of intake or exhaust manifold. No motor plates. No porting, polishing or altering in any way of cylinder heads, must remain stock in appearance. Factory stock stroke and bore measurements only, with .040 maximum bore clean-up allowed. Factory stock size valves must be used. NO roller cams or roller crankshafts. Non-magnetic connecting rods not permitted. Dished or flat top pistons only. NO pop-up type pistons will be allowed. Engine and motor mounts must be in stock location. Stock type oil pan must be used; may be modified for capacity. If a crankshaft harmonic damper is used, recommend crankshaft harmonic damper which meets SFI specification

18.1. Cast iron factory production intake or approved intake only. No porting, polishing or altering in any way of intake. Intake must have casting number. Approved intake numbers:

AMC - #2131 Buick - #5486

Chevrolet - #2101, #2161, #2111, #2116

Chrysler - #2176, #2186

Ford - #2171, #3781, #2181, #2121, #2665,

(Clifford #434502)  
Olds - #3711 Pontiac - #2156  
GM Crate: 12366573

Any intake not listed must be submitted in writing no less than 30 days prior to date of intended use.

**CARBURETORS:** All cars are limited to one (1) stock type carburetor. When using the V8 engine a 2 barrel, 4412 Holley type carburetor only, maximum 500 cfm, with a throttle bore or base plate no larger than 1-11/16" and stock-type boosters only. A good throttle return mechanism with two (2) return springs must be used. Linkage must be in perfect operating condition. Cable used for linkage must be to inspector's discretion. No vacuum leaks. AIR CLEANER must remain under hood. Element must be used at all times. All cars must have an ARCA approved metal or non- flammable air cleaner arrestor and air box.

**EXHAUST:** All cars must have working mufflers passing 97 DECIBEL NOISE TEST. Cars that exceed db limit will not be allowed to compete. Exhaust must exit out of lower 1/3 of car. Stock cast iron exhaust manifold only for V-6 and V8 engine. Headers will be allowed for inline-6 cylinder engines. Maximum exhaust pipe 2 1/2" I.D. measured 2-1/2" from exhaust manifold and beyond. For the V8 engine the maximum exhaust pipe 2" I.D. measured 2" from exhaust manifold and beyond. No porting or polishing of stock exhaust manifold. Interior of muffler may not be altered in any way. Modifications may be made only to inlet and/or outlet.

**BODY/STRUCTURE:** (from 6-23-18 bulletin) The "C" pillars will go no farther back than the center of the rear wheel.

**WEIGHT:** (Add): 2800 lb. for V8 engine.

## **ARCA STREET STOCK DIVISION**

### **TIRES AND WHEELS**

Hoosier 26.5-10430 D800 and 27.0-10435 D800 tire is now permitted for competition. Hoosier 880 tires will also still be legal for 2019.

**Track Width: Maximum tire track width from outside of tire to outside of tire is 78 1/2 inches.**

**(Add):** Approved intake for GM engines, part # 12366573.

### **BODIES**

The new FiveStar NASCAR-style Gen 6 body has been approved for competition for the 2019 Flat Rock and Toledo Speedway season, with the following stipulations.

**Splitters are not permitted.** (Rulebook already states no front or rear spoiler for Street Stocks).

**Cars using this body style will add 50 lbs. to total weight required of car.**

**\*These body styles will continue to be evaluated when in competition in 2019.**

## **ARCA LATE MODEL SPORTSMAN DIVISION**

### **TIRES AND WHEELS**

Hoosier 26.5-10430 D800 and 27.0-10435 D800 tire is now permitted for competition. Hoosier 880 tires will also still be legal for 2019.

**Track Width: Maximum tire track width from outside of tire to outside of tire is 78 ½ inches.**

### **BODIES**

The new FiveStar NASCAR-style Gen 6 body has been approved for competition for the 2019 Flat Rock and Toledo Speedway season, with the following stipulations.

**Splitters are not permitted.** (Rulebook already states no front spoiler for Late Model Sportsman).

**Cars using this body style will add 50 lbs. to total weight required of car.**

**\*These body styles will continue to be evaluated when in competition in 2019.**

## **ARCA LATE MODEL DIVISION**

No changes.

**\*\*2019 rulebook takes precedence over this sheet.**

